(c) to (e) The Central Council for Research in Yoga and Naturopathy had sanctioned research projects in Naturopathy in 1981-82 initially for a period of three years. Fourteen institutions undertook the research work under this scheme. The institutions were giving financial assistance by the Council during 1981 to 1985. After re-constitution of the Governing Body of the Council in 1985, a Scientific Financial Advisory Committee (Naturopathy) was constituted. The proposals for grants to various Naturopathy institutions in the country were examined by the Scientific Financial Advisory Committee (Naturopathy) in March, 1986. The Committee has recommended release of grants for research to six Naturopathy institutions.

Tribal education

1263. SHRI ASHWANI KUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

(a) whether the Education Commission 1964-66 had strongly advocated for special attention to tribal education; and

(b) if so, what steps have been taken by Government in this regard and the results achieved?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) Yes, Sir.

(b) The Government has taken a number of steps for the educational development of Scheduled Tribes which include, *inter-alia;* Opening of educational institutions on priority basis in tribal areas, provision of incentives in the form of scholarships, free-ship, free uniforms, books and stationery, setting up of Ashram Schools and hostels, Reservation of seats in Educational institutions and provision of coaching facilities.

These measures have resulted in significant improvement in the education of Scheduled Tribes. Their literacy rate has almost doubled in the last two decades, from 8.54 per cent in 1961 to 16.35 per cent in 1981. Percentage of enrolment of Scheduled Tribes to total enrolment at primary stage has increased from 4.6 in 1967-68 to 7.1 in 1983-84. The corresponding figures of enrolment at middle stage are 2.8 and 4.2. The number of Scheduled Tribes availing postmatric scholarship has increased from 21,261 in 1967-68 to 1,19,483 in 1982-83 showing more than five-fold increase.

Over charging by autorickshaw drivers at Delhi

1264. SHRI VIRENDRA VERMA:
SHRI SUSHIL CHAND MOHUNTA:
DR. MOHD. HASHIM KIDWAI:

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware of the continuous exploitation of passengers by the autorickshaw and taxi drivers in Delhi overcharging, keeping fault metres, refusal to take passengers to specified destinations unless paid extra charges etc. despite various measures claimed to have been taken by the authorities concerned;

(b) whether Government are also aware that exploitation of the passengers becomes more when the fares are raised by the authorities and the autorickshaw/taxi metres are to be caliberated as per the new fares; and

(c) if so, what more stringent measures than the existing ones are being contemplated to check corrupt practices?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Instances of this nature have come to the notice.

(c) Delhi Administration have reported that consequent to the intensive checking, as many as 75510 and 6904 cases have been prosecuted against autorickshaws and taxies respectively by the enforcement agencies in the past two years upto 31-3-1986 for various offences. Of these

9960 autorickshaw drivers were prosecuted for refusal to carry passengers and 1655 for misbehaviour and overcharging. Similarly, 399 taxies were prosecuted for refusal to carry passengers and 517 for misbehaviour and overcharging. In addition 159 driving licences were suspended and action was taken to suspend permits in 247 cases. In addition the following measures have been taken:—

(1) Use of decoy passengers to check refusal from time to time.

(2) Introduction of new system of stamping and punching driving licences according to which a driving licence may be suspended after they are found committing three traffic violations.

(3) Recently, a new scheme of prepaid taxi service has been introduced at Palam Airport to avoid such complaints from the general public and also to help foreigners who visit India. This service is being availed of by most of the visitors to Palam Airport and appreciated by all.

(4) The traffic Police has taken special measures at Railway Stations, New Delhi, Delhi Main and Nizamuddin by introducing 'Q' of the TSRs and taxies so that the passengers arriving there get the taxies and TSRs without any difficulties/harassments. Besides this revised fare charts are also being distributed amongst the passengers in order to avoid overcharging.

Policy for appointment agents in lieu of G.S.A.

1265. SHRI RAJNI RANJAN SAHU: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that several international airlines operating in U.S.A. follow open policy for working as agents in lieu of appointing G.S.A., if so, the details thereof;

(b) whether Government propose to adopt this policy in case of Air India also, and do away with the practice of appointing G.S.A.; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) According to IATA definition, a General Sales Agent is one who procures business exclusively for the appointing carrier in a single country or territory as defined in the General Sales Agreements contract. The Government are not aware of any international airline operating in USA which works as an Agent or a General Sales Agent for another airline.

(b) Air-India do not have a General Sales Agents at any point in the U.S.A.

(c) Does not arise.

Leasing of cargo aircraft and purchasing of Boeing 747

1266. SHRI RAJNI RANJAN SAHU: DR. BAPU KALDATE

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Air India has recently entered into two contracts viz., one relating to the lease of three cargo aircraft and other involving the purchase of a Boeing 747 Jumbo jet to replace 'Kanishka';

(b) if so, what are the details thereof;

(c) whether the contract was referred to the Air India Board of Directors for its approval;

(d) if not, what are the reasons therefor; and

(e) the loss incurred by Air India due to delay in negotiating the contracts?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) One June 15, 1985, Air India concluded an Aircraft Lease Agreement with Evergreen International Airlines for the wet lease of freighter aircraft with effect from July 1, 1985 as follows:—